

CMAP Process for addressing Developments of Regional Importance

Assessing the impacts and providing planning guidance on Developments of Regional Importance (a.k.a “DRIs”) is a new element to the work program of the Chicago Metropolitan Agency for Planning (CMAP). The preceding regional planning agencies had occasional involvement in regionally significant land use or economic development proposals in addition to including major capital transportation improvements in the Regional Transportation Plan (RTP). But CMAP’s DRI process provides a new opportunity for regional partners to more comprehensively assess the regional implications of large-scale development proposals, reconcile regional priorities associated with these proposals and coordinate independent actions in support of regional goals. In order for the process examining Developments of Regional Importance to add true value by improving the development and investment decision making process in the region and improving intergovernmental coordination, there needs to be a thorough investigation of the impacts of a proposed project. Obviously, this type of analysis cannot be conducted for every project within the region. Therefore, CMAP, in conjunction with its partners and stakeholders, needs to develop a value-added and meaningful review process for examining DRIs.

In developing a CMAP process for addressing DRIs, the enabling legislation and content of CMAP’s Strategic Vision should be considered. In addition, the relationship between DRIs and the major policy, operational and capital recommendations that will appear in the Regional Comprehensive Plan (RCP) should be coordinated.

The focus of this document is to facilitate ongoing discussions regarding the thresholds and criteria CMAP will use to identify DRIs for evaluation.

Background

The value of assessing and evaluating major land use and transportation proposals at the regional level is well recognized. Large-scale development proposals have the possibility of introducing widespread primary and secondary impacts to the daily activities of significant numbers of people. Examining these impacts at the regional level offers the potential to help improve a proposal through coordinated actions among affected jurisdictions.

Legislation

While the predecessor agencies had varying roles in helping in planning for large-scale regional developments, the Illinois Legislature specifically enabled¹ CMAP’s function in this type of activity:

¹ Illinois General Assembly, Public Act 095-0677.

Sec. 47. Developments of Regional Importance. The Board shall consider the regional and intergovernmental impacts of proposed major developments, infrastructure investments and major policies and actions by public and private entities on natural resources, neighboring communities, and residents. The Board shall:

(a) Define the Scope of Developments of Regional Importance (DRI) and create an efficient process for reviewing them.

(b) Require any DRI project sponsor, which can be either a public or private entity, to submit information about the proposed DRI to CMAP and neighboring communities, counties, and regional planning and transportation agencies for review.

(c) Review and comment on a proposed DRI regarding consistency with regional plans and intergovernmental and regional impacts.

Strategic Vision

The CMAP Board, in its first year of operation, established a Strategic Vision for the agency that included six areas of planning inquiry:

- Land Use
- Transportation
- Economic and Community Development
- Environment and Natural Resources
- Housing
- Human Services

These topics establish the parameters within which CMAP will conduct its DRI evaluations.

Relationship to Regional Comprehensive Plan recommendations

CMAP is preparing the region's first Regional Comprehensive Plan (RCP), scheduled for adoption in 2010. A significant part of the plan development work involves identifying, analyzing and evaluating proposals for large-scale land use development and public infrastructure investment. These proposals are evaluated in the context of thematic regional scenarios that couple the proposals with strategies that define the coordinated policy actions needed to ensure desired regional outcomes and efficient investment of public capital resources.

There is a significant overlap between the definition of DRI and the proposals sought for inclusion in the RCP. Efficiencies may be gained by establishing the DRI evaluation process as the entry point for inclusion in the RCP.

Regional Impact Assessment Preparation

The first step in identifying whether a proposal is a DRI is for CMAP staff to prepare a preliminary Regional Impact Assessment (RIA).

The preliminary RIA is a consistent method for gathering, interpreting and processing relevant information that will permit CMAP to objectively comment on the consistency of the proposal with existing regional plans and to recommend appropriate additional evaluation or remedial planning steps.

Each preliminary RIA report will be organized as follows:

1. A project “literature-review” documenting the proposal’s history and background, a bibliography of relevant documents and previous public decisions.
2. A qualitative assessment of the likely comprehensive planning implications of the action. This should conclude by proposing one or more anticipated outcomes that can be subjected to further analysis if desired.
3. The results of a search for digital data resources that can be systematically analyzed in order to conduct the proposed tests. This step will also reveal any new data collection necessary to adequately assess the proposal’s impact.
4. A recommendation for conducting (or not conducting) additional planning analyses to substantiate the hypothesized regional impacts. The recommendation should include an estimate of appropriate time and resources needed to complete the analysis and the set of likely outcomes resulting from CMAP action on the project.

CMAP Thresholds and Criteria for identifying Developments of Regional Importance

CMAP’s role is to place the DRI in a comprehensive regional context and objectively identify how external costs and benefits of the DRI will accrue to the region’s residents and businesses. Comparing the proposal with existing regional plans and policies may lead CMAP to recommend refinement of the proposal or mitigation of external impacts. Based on preliminary discussions with the DRI Programming Subcommittee, a two tiered approach is proposed to initiate the DRI process. This document focuses on Tier 1, which would identify the criteria and thresholds. Tier 2 would focus on the analysis, both quantitative and qualitative. For purposes of this discussion, potential examples of existing DRIs have been categorized according to their regional planning context:

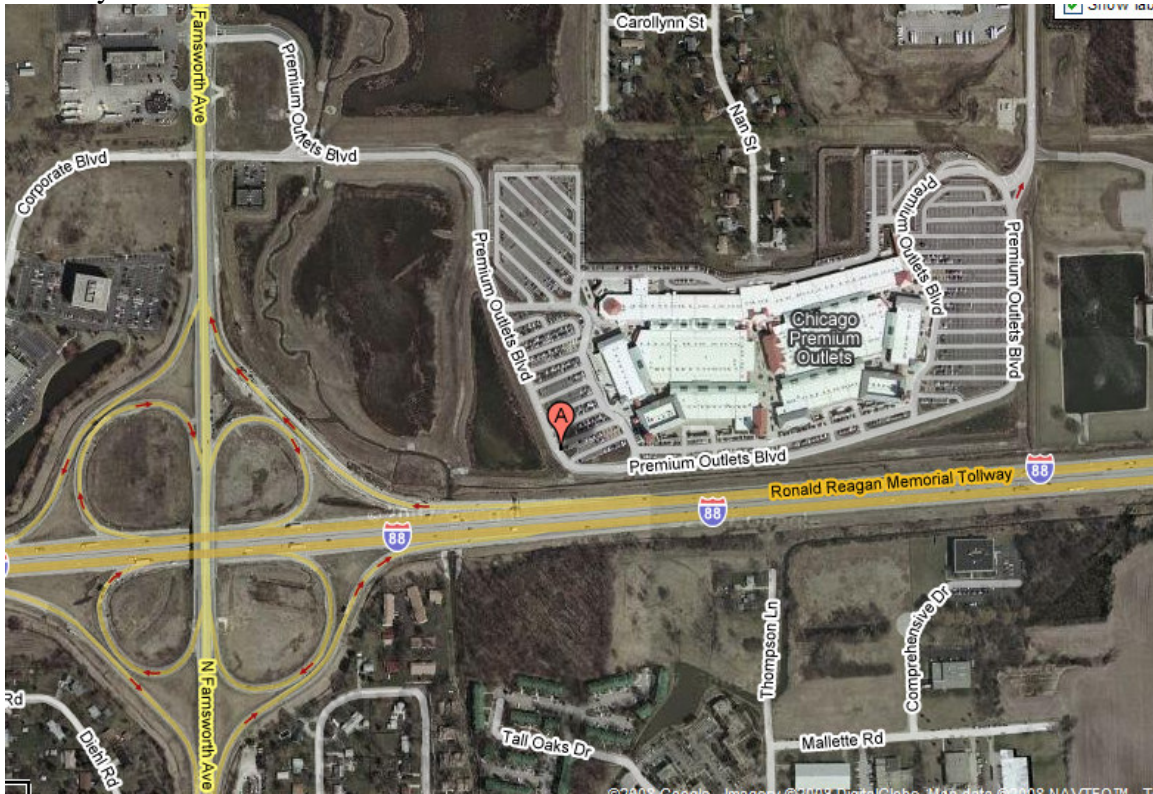
- Physical Planning

- Economic and Community Development
- Environmental Stewardship

Examples of existing DRIs supplied by participants

Aurora Outlet Mall

Aurora Outlet Mall in Illinois is 45 minutes west of Chicago, just off of I-88 on Farnsworth Avenue North. It's located in the northeast quadrant of the East-West Tollway and North Farnsworth Ave.



Suggested by Mark Avery

“density, land use and traffic congestion”

Physical Planning measures

- Floor: Area ratio
- Number of parking spaces

Economic and Community Development measures

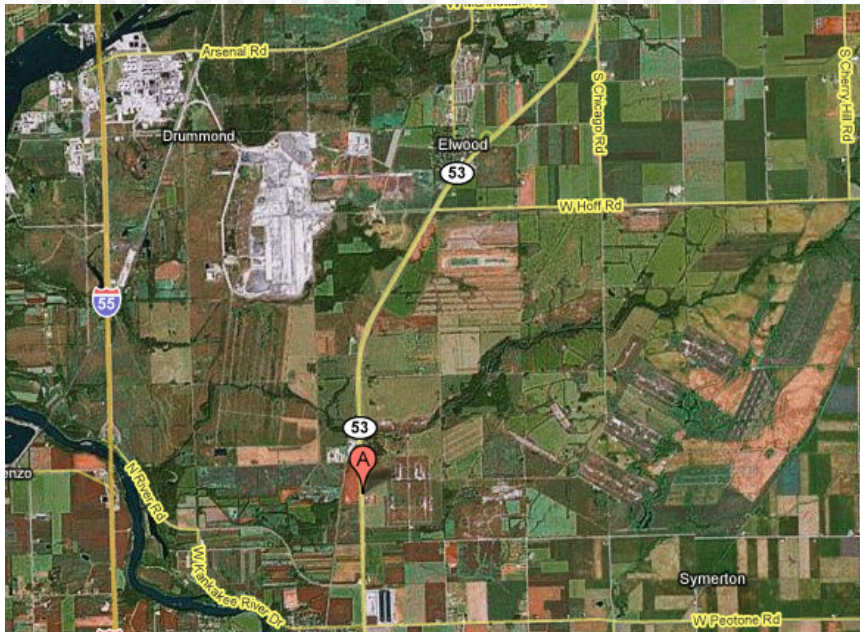
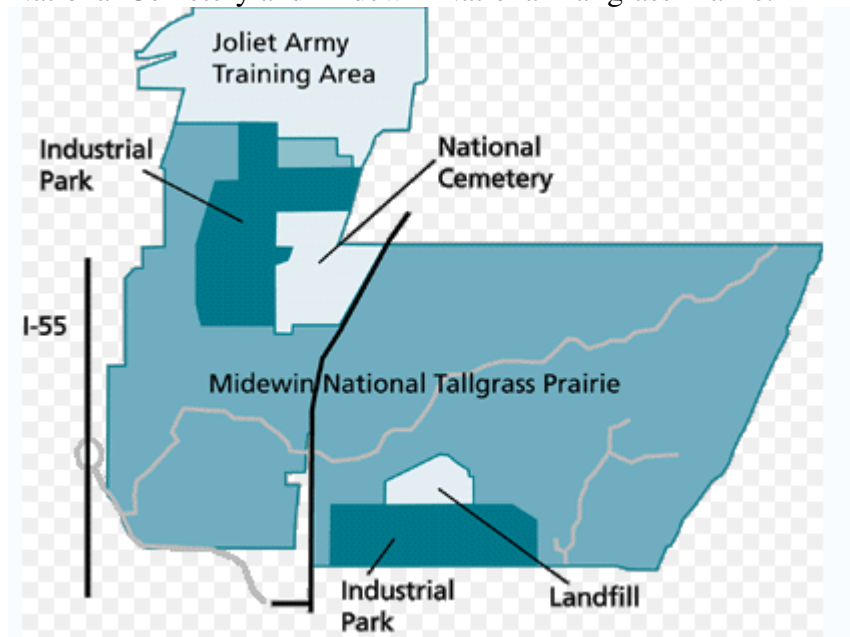
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Environmental Stewardship measures

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Joliet Arsenal Redevelopment

Joliet Army Ammunition Plant (formerly known as the Joliet Arsenal) was a United States Army arsenal located south of Joliet. Opened during World War II and reactivated during the Korean and Vietnam War, production ended in 1976. Portions of the site have been redeveloped forming an Intermodal freight transport hub, Abraham Lincoln National Cemetery and Midewin National Tallgrass Prairie.



Suggested by Hugh O'Hara

“The size and scope of this project. Not only is there a massive intermodal facility there, but the tall grass prairie limits the types of transportation facilities that can be constructed in that area.”

Suggested by John Greuling

“Project included massive environmental remediation, extensive road and utility infrastructure and regional land use and transportation impacts.”

Physical Planning measures

- Total land area
- Miles of new road
- Miles of new utilities

Economic and Community Development measures

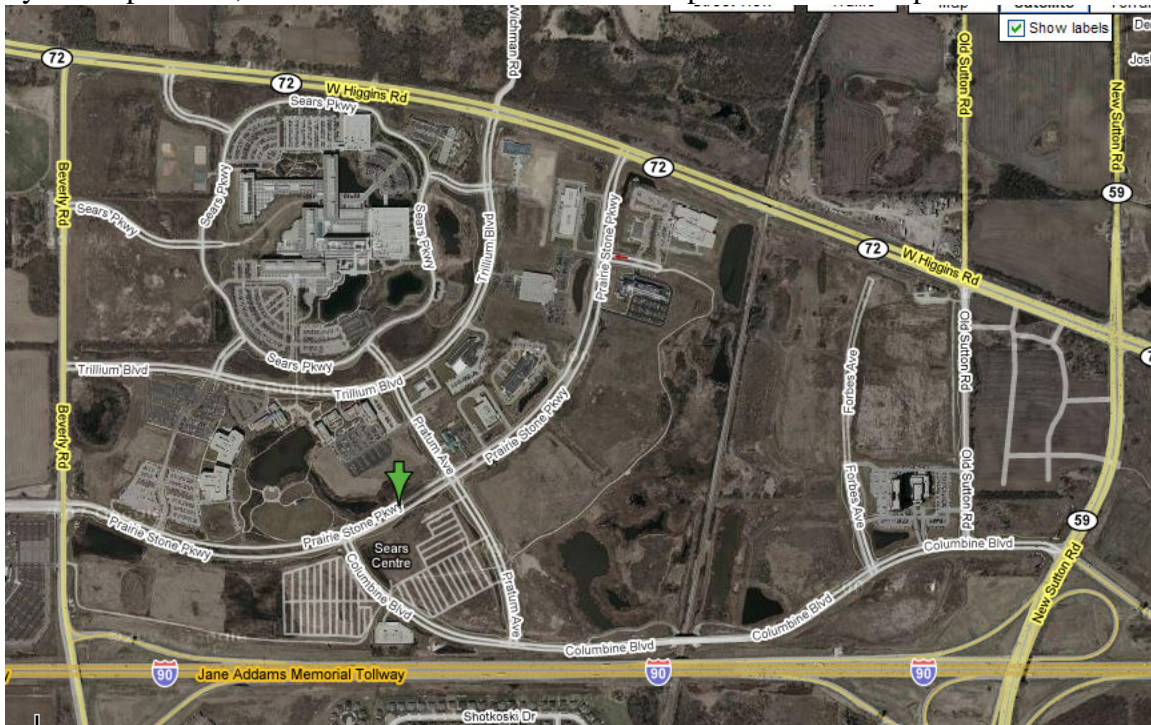
- Number of Industry Classifications

Environmental Stewardship measures

- Acres under protection
- Cost of environmental remediation

Sears HQ relocation to Hoffman Estates

Located at I-90 and Route 59, just twenty minutes from O'Hare Airport, and surrounded by forest preserve, Prairie Stone is a 780 acre master planned business park.



Suggested by Dave Seglin

“The relocation of the Sears headquarters to Hoffman Estates created a mode shift among Sears employees from public transportation to single occupant vehicles – the exact opposite of what this region is trying to accomplish. Prior to the move upwards of 90% of Sears employees took public transportation. After the move that number dropped to

around 5%. Additionally, the relocation spurred other companies to locate in the same area creating a need for expanded roadways, increased water and sewer capacity and the development of other infrastructure. Funding for these improvements would have been better spent on other regional needs.”

Physical Planning measures

- Public Transit Level of Service
- Public water capacity
- Public sewer capacity

Economic and Community Development measures

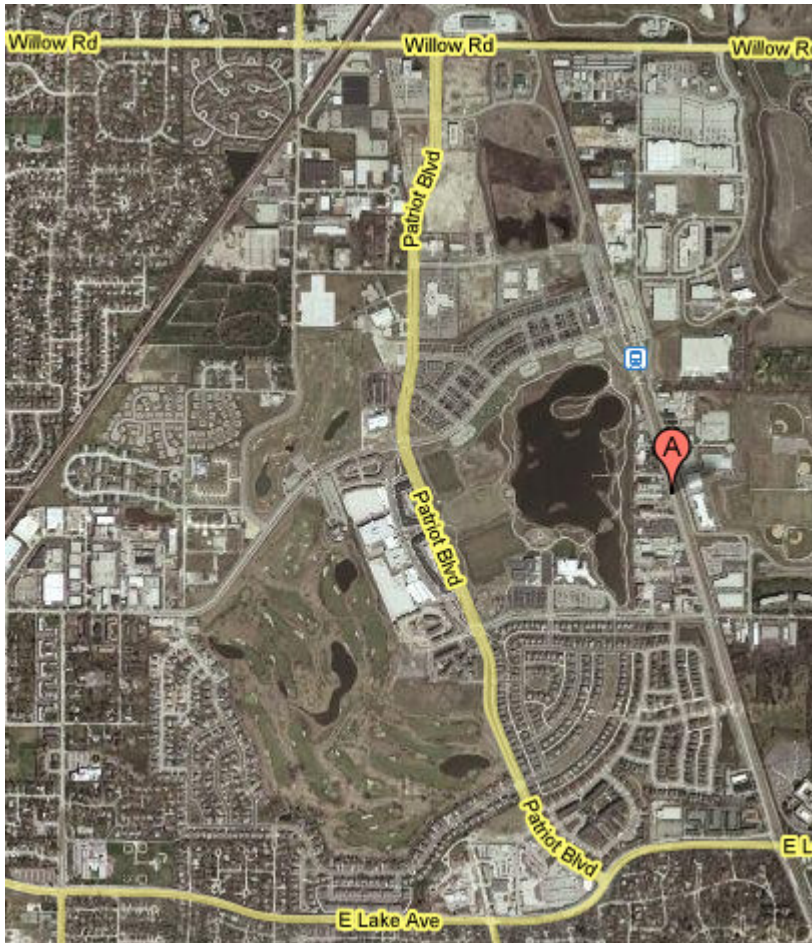
- Number of secondary firms generated

Environmental Stewardship measures

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Glenview Naval Air Station conversion

Naval Air Station Glenview was an operational U.S. Naval Air Station from 1923 to 1995. The former air base has now been redeveloped into a residential subdivision and commercial area called The Glen, although the control tower has been preserved as a historic building.

**Suggested by Dave Seglin**

“At 1,121 acres, the redevelopment of the former naval airbase into a mixed-use development had a significant impact on transportation, water and sewer infrastructure and the general development of the north shore area.”

Physical Planning measures

- Total land area
- Population
- Employment

Economic and Community Development measures

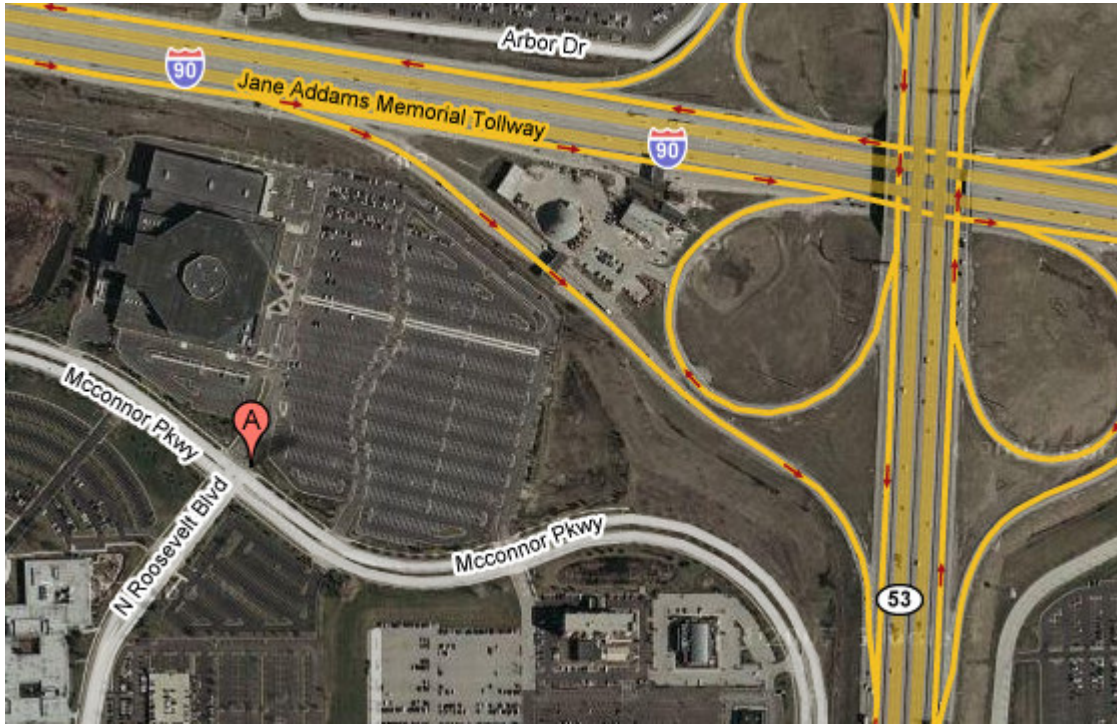
- Existing land use
- Proposed land use

Environmental Stewardship measures

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IKEA

E. McConnor Parkway, Schaumburg, IL



Suggested by Mike Walczak:

“Large commercial development with transportation impacts.”

Physical Planning measures

- Commercial floor space
- Parking spaces

Economic and Community Development measures

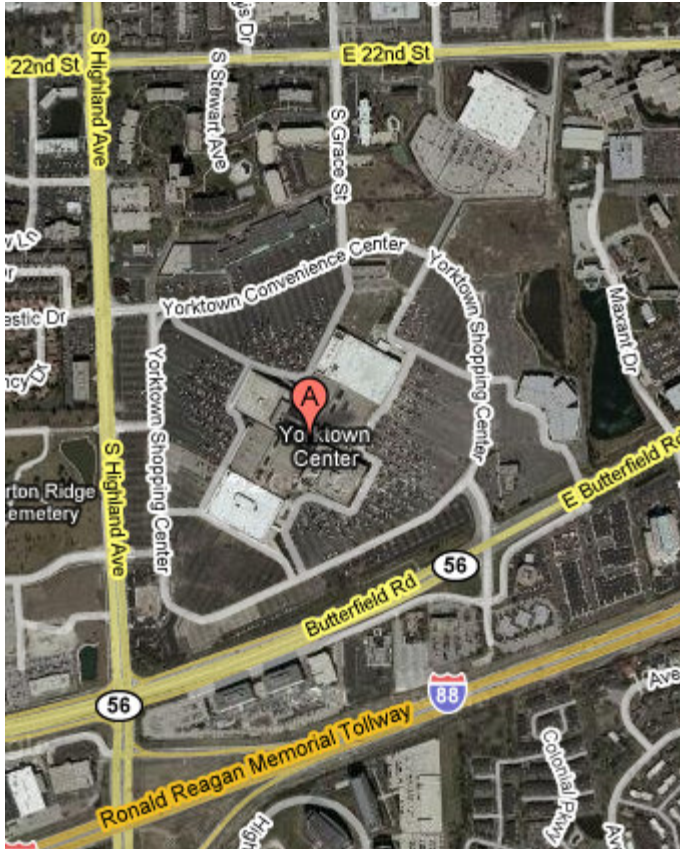
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Environmental Stewardship measures

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Yorktown Center

“The Shops on Butterfield at Yorktown Center introduces a sophisticated, outdoor shopping atmosphere to this already fantastic retail destination. Some of the finest shopping and dining is available to our guests in an upscale, open-air environment. All of this is complimented by a four-star, 500 room Westin Hotel and Convention Center. “



Suggested by Tam Kutzmark

“This is **not** a DRI. Although it is the lynchpin of a multi-use plan for residential / commercial / facility development, generated significant job growth in the Butterfield Corridor, and spurred major improvements to transit service and road infrastructure, **the impacts are sub-regional in nature.**”

Physical Planning measures

- Maximum occupancy
- Number of parking spaces

Economic and Community Development measures

- Convention Center Use days per year

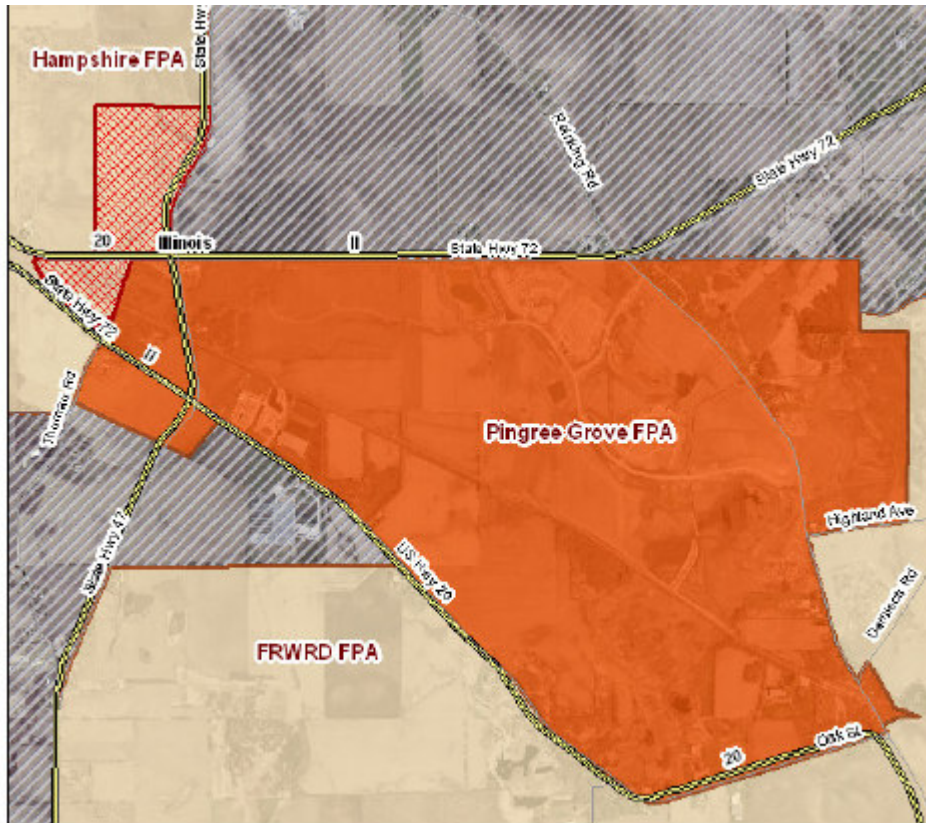
Environmental Stewardship measures

Major FPA Boundary Changes

NIPC 2004: “Village of Pingree Grove amendment request for the transfer of 3,875 acres of nonFPA area into the Pingree Grove FPA and the construction of a 2.0 mgd. land treatment system.”

CMAP 2008: “The Village of Pingree Grove has requested an amendment of state and areawide water quality management plans to reflect the transfer of 133 acres of land from the Hampshire FPA into the Pingree Grove FPA. The Village has recently annexed and

zoned the subject parcels into its Comprehensive Planning Area and the amendment area would receive wastewater treatment service from the Village's wastewater treatment plant."



Suggested by Heidi Files

"As an example of the cumulative impacts on transportation, sewer, stormwater, housing types, education, employment, etc."

Physical Planning measures

- Acres of FPA jurisdiction transferred

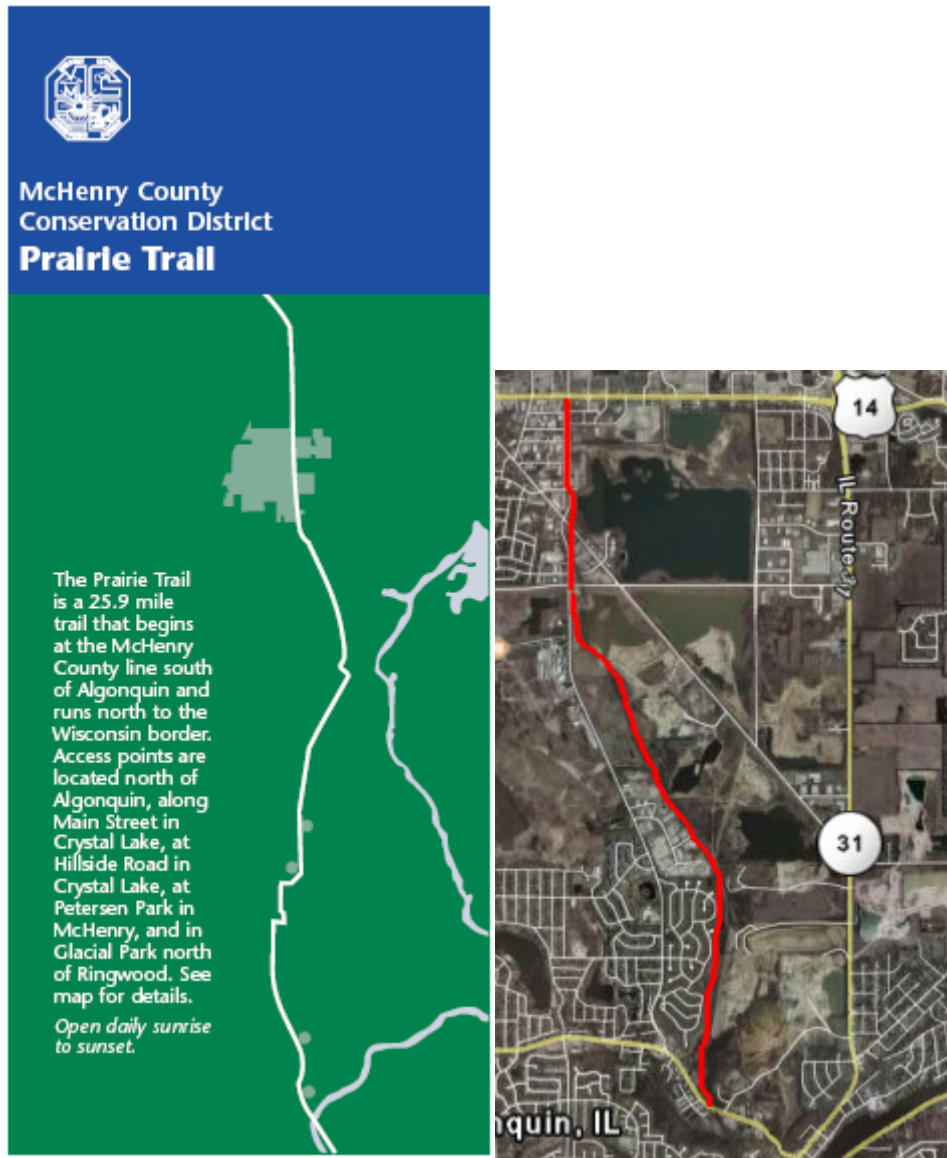
Economic and Community Development measures

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Environmental Stewardship measures

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Conversion of any railroad to a bike trail



Suggested by Jason Osborn

“In McHenry County the conversion of railroads through gravel pits to create the Prairie Trail without considering the future damage to the region's highways was short-sighted.”

Physical Planning measures

- Volume of traffic diverted.

Economic and Community Development measures

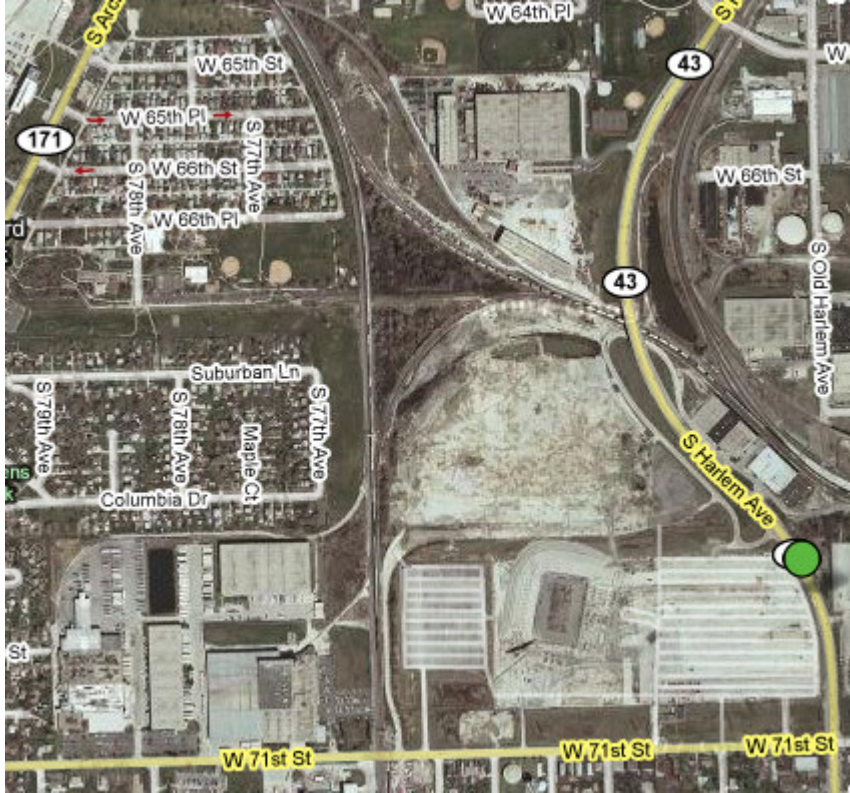
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Environmental Stewardship measures

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Toyota Park

Toyota Park is the home stadium for the Chicago Fire Soccer Club, members of Major League Soccer. Located at 71st Street and Harlem Avenue in Bridgeview, Illinois, it is a soccer-specific stadium and concert venue developed at a cost of more than \$100 million. The facility opened June 11, 2006.



Suggested by Tammy Wierciak

“The development of Toyota Park created issues due to the lack of transit options and road capacity increases.”

Physical Planning measures

- Number of parking spaces

Economic and Community Development measures

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Environmental Stewardship measures

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